

INFORMATION REPORT

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SUPPLEMENT TO REPORT NO. [REDACTED]

THIS IS UNEVALUATED INFORMATION

1. Prior to 15 May 1953, the Planning and Supply Section of the Ministry for Transport and Agricultural Machine Construction was called the Economic Section, with the cover name of Special Office for Economic Affairs, and was subordinate to the Ministry of the Interior. Its headquarters was on Schnellerstrasse in Berlin. On 15 May 1953, this section was renamed the Planning and Supply Section and was made subordinate to Main Administration V of the Ministry for Transport and Agricultural Machine Construction, Koethener Strasse, Dessau-Alten. Preparations for aircraft production in East Germany had commenced as early as the summer of 1952. A special office established under the cover name of Maschinen-Inspektion Dresden, 7 Sternplatz, Dresden, in June 1952, registered all specialists of the former German aircraft industry. Another special office established at about the same time, under the name of Materialamt Pirna, and under Soviet management, included among other sections, a managing section, an engineering office, a personnel and administration office, a design and technical drafting office, a machinery and material section, a planning section, and a supply section. These sections were managed by Soviet engineers. Most of the German specialists employed there were former employees of the Junkers-Werke and had temporarily been working in the USSR. The Materialamt worked in close contact with Graduate Engineer B.C. Baade.

2. Baade was also responsible for specialists still working in Podberezye near Kimry and Upravlencheskiy-Gorodok in the USSR. About 500 of the 1,000 German specialists, who had worked in the USSR, were still there. In the late fall of 1950, about 300 specialists returned to Germany. They were followed by about 180 specialists in the fall of 1951. After the return of these specialists, several new specialists were deported to the USSR. They included, among others, Bachmann (fnu), a radio engineer, Graduate Engineer Horst Muttray, Graduate Engineer Justus Muttray, Graduate Engineer Otto Auerwald, Rubanz (fnu) manager of the ABUS, who was said to have been in China for several years after 1932, Hermann Singer, chief physicist and Schorlemer (fnu), assistant to the managing board. [REDACTED] Their families received welfare allowance from the town, but no remittances from the USSR.

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the specialists still working in the USSR would probably return by 1 July 1953. They were scheduled to return when the plants, which were planned to serve as supplying firms for Dessau-Alten, were put into operation.

3. The returnees were slated to get key positions at the supplying firms including:

RAW Dessau-Sued
 VEB Abus, formerly BAMAG-Werk II, Dessau
 VEB Elmo, formerly BAMAG-Werk III and IV Dessau
 VEB Polysius, formerly Gebrueder Polysius
 VEB Iko SANAR, formerly Junkers & Co
 VEB Kalorifer-Werk, formerly Kalorifer-Werk Dessau
 VEB Kalorimeter-Werk, formerly Kalorimeterbau Dessau
 VEB Waggonfabrik Dessau
 VEB Rosslau Shipyard, formerly Sachsenwerk Dessau-Rosslau
 FMW Eisenach
 VEB Simson u. Fortuna, Gohl
 VEB Gesehkschmiede Erfurt (Diecast forge)
 VEB Motorenwerk Ludwigsfelde (I.C. engine works)
 VEB Rosswein u. Brandt in Erbisdorf
 VEB Elektrochemisches Kombinat Bitterfeld (Electrochemical combine)

On 16 May 1953, a group of 134 persons from these plants were at the Mader-Werk in Dessau-Alten to attend a six-week course which, from 16 May to 15 June, included political lectures followed by two lectures on plant operation on 16 June and a lecture on plant administration on 17 June. At 10:30 a.m. on 17 June, the course was discontinued as a result of the uprising. The engineers working in the USSR had not returned by 1 July 1953, to the great disappointment and anger of the population in Dessau. Instead, they asked their friends to send them winter clothes which they had forwarded to Germany in the spring. Houses and apartments, which had been reconditioned and reserved for returnees, were returned to the Dessau Housing Office.

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4. in an effort to calm the population, the house building program was sped up in Dessau and SED functionaries spread information, stating that the engineers had not yet returned from the USSR because the aircraft developed by Beade, which was similar to the MiG-15 type, was still not completed. however, tests with this aircraft had been successfully completed long ago, series production had started, and the manufacturing plans and drawings, as well as the target dates for delivery of fuselages, undercarriages, wings and cock-

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pit construction had been fixed, and switching diagrams and complete sets of assembly drawings of this aircraft were available. [REDACTED]

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5. Construction work on the premises of the former Junkers Werke was entirely stopped, probably as a result of the June uprising. About 95 percent of the employees of Main Administration V of the Ministry for Transport and Agricultural Machine Construction were given leave which was first scheduled to end of 1 July, but was later prolonged to 15 July, 15 August and finally 15 September 1953. The persons on leave were promised their wages until a definite decision of the resumption of work was made. [REDACTED] this decision would probably be made when the delegation of the East German government had arrived in Moscow.

6. The first buildings to be erected on the premises of the Junkers firm were three large assembly shops. Manufacture was to take place at the plants mentioned, with RAW Dessau-South scheduled to start working in 2 new shops and to hire 632 specialists workers for the purpose by 1 July 1953. VEB Elmo in Dessau was to start working with 428 specialists on 1 July 1953 and the Polysius firm with 425 specialists on 1 July and with another 175 specialists on 15 July. The firms supplying mechanical equipment had to deliver the 50 percent of the machines between 1 July and 1 August, and the other 50 percent not later than 31 December 1953.

7. Some of these machines and tools^{were} delivered in June or July and were stored at RAW Dessau-South and at the Polysius firm, with about 100 boxes stored at RAW Dessau-South, about 60 at the Elmo-Werk, and about 80 at the Polysius firm.

8. Other machinery and tools stored ready for use at the Elmo-Werk included:

- 4 horizontal boring machines, spindle diameter ranging between 100 and 120 mm;
- 3 horizontal boring machines, spindle diameter ranging from 50 to 80 mm;
- 2 turret lathes, face plate diameter 2,500 mm;
- 2 centerless grinders, height of centers 150 mm;
- 2 face grinding machines, bed length 2,000 mm;
- 2 face grinding machines, bed length ranging from 100 to 800 mm;
- 1 universal face grinding machine, bed length 3,000 mm;
- 1 honing and lapping machine for long pipes, bed length 3,000 mm;
- 3 gear planing machines and shapers up to module 6.5;
- 2 automatic cold working saws, length of cut up to 500 mm;
- 2 automatic hacksaw machines, length of cut up to 150 mm;

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28 feed rod and lead screw lathes, center height 350 mm;
 14 feed rod and lead screw lathes center height ranging from
 150 to 250 mm;
 22 center lathes, center height 100 mm;
 4 turret lathes, swing up to 100 mm;
 50 assembly tables;
 12 column-type drilling machines;
 18 carpenter's boring machines;
 12 milling machines, bed length ranging from 800 to 1,200 mm;
 1 complete toolmaker's shop;
 1 complete electric lift gear shop;
 1 engine house.

Other deliveries on order included 16 center lathes; 10 feed rod
 and leadspindle lathes; 2 boring machines; 4 milling machines
 and miscellaneous tools. These engines and tools were delivered
 by firms, which had received manufacturing orders and included

VEB Wendererwerk Chemnitz

VEB Maschinenfabrik Aschersleben (engine-manufacturing plant)

VEB Maschinenfabrik Union in Gera (engine-manufacturing plant)

VEB Nileswerke Chemnitz

VEB Nileswerke Berlin

VEB Maschinenfabrik Meuselwitz (engine-manufacturing plant)

VEB Maschinenfabrik Goerlitz (engine-manufacturing plant)

VEB Bergmann-Borsig Berlin

- 25X1 9. [] if production in East Germany did not start,
 the machines and tools as well as the specialists would probably
 be employed in the USSR.

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 schaftsfragen (Bureau for Economic Problems), later renamed Amt
 fuer Wirtschaftsfragen (Bureau fuer Economic Problems), later re-
 named Amt fuer Wirtschaftsfragen (Office for Economic Problems),
 which was subordinated to the Ministry of the Interior, with main
 administration V of the Ministry for the Construction of Means of
 Transportation and Farming Machinery. The Amt fuer Wirtschafts-
 fragen, which, in the spring of 1953, was renamed the order-placing
 section of the Ministry of the Interior, places orders on behalf of
 the Ministry in its capacity as acting defence department, whereas

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the main administrations of the technical ministries are responsible for the execution of the orders placed and, thus, correspond to the main administrations of a Ministry of Armament. Main section V in Dessau has always been subordinate to the Ministry for Transport and Agricultural Machinery Construction. Various reports agreed that this ministry would be dissolved and that the various main administrations would be reassigned to the Ministry for General Mechanical Engineering and the Ministry for Heavy Machinery Construction. Minister Berndt Weinberger was reappointed to the reparations office. [REDACTED]

Comment. The Amt fuer Wirtschaftsfragen was renamed the Amt fuer Auftragserteilung early in 1953.)

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